

Table 9. Summary of alternative actions, Yellowstone and Grand Teton National Parks and the John D. Rockefeller, Jr., Memorial Parkway winter use plan.

ALTERNATIVES 1a and 1b		ALTERNATIVE 2	ALTERNATIVE 3
Emissions Standards			
•Snowcoach travel only managed by concessions permit and required to meet the best available environmental standards, (currently the mattrack snowcoach) •Phase in these standards through the permitting process		•Rental snowmobiles: 200 g/kW-hr (149g/hp-hr) for CO and 75 g/kW -hr (56g/hp-hr) for HC [proposed 2010 EPA emission rule for snowmobiles] beginning in 2002-2003 •Public snowmobiles: allow any 4 stroke and any 2-stroke using bio-fuels and lubes •By 2005-2006 all snowmobiles must meet 2010 standards	•Cleaner and quieter technologies managed by NPS permit and managed adaptively. •Interim emission requirements are based on best available technology and evaluated annually as emissions are reduced numbers could be increased
Sound Standards			
Snowcoaches: 75 decibels phasing to 70 decibels ¹		Rental snowmobiles: 75 decibels ² Public snowmobiles: 78 decibels ² Snowcoaches: 75 decibels ²	•Interim sound emission requirements are based on best available technology and evaluated annually (as sound emissions are reduced numbers could be increased)
Interim Limits and Phase In Period			
Alternative 1a •2001-2002 no change in YELL •2002-2003 close Jackson Lake and Teton Park Road to motorized vehicles •2002-2003 snowmobiles at a maximum of 50% of current average day at West and South Entrances- current use maintained at all other areas. 2003-2004 snowcoach only travel, snowmobile access maintained to inholdings and USFS areas in GRTE	Alternative 1b •2002-2003 no change in YELL •2002-2003 close Jackson Lake and Teton Park Road to motorized vehicles •2003-2004 snowmobiles at a maximum of 50% of current average day at West and South Entrances- current use maintained at all other areas. 2004-2005 snowcoach only travel, snowmobile access maintained to inholdings and USFS areas in GRTE	• Interim limit for monitoring and adaptive management program. As monitoring and carrying capacity studies indicate, use numbers may be adjusted. North Entrance limited to 100 per day •West Entrance limited to 900 in year 1 •West Entrance limited to 700 in year 2 •West Entrance limited to 500 in year 3 •East Entrance limited to 200 per day •South Entrance limited to 500 per day •Continental Divide ST 150 per day •Grassy Lake Road- no limit •Snowcoacch travel no limit	•Interim limit for 1 st year of monitoring and adaptive management program. As monitoring and carrying capacity studies indicate use numbers may be adjusted. •North Entrance limited to 100 per day •West Entrance limited to 330 per day •East Entrance limited to 100 per day •South Entrance limited to 400 per day •Continental Divide ST 100 per day •Grassy Lake- limited to 100 per day •Snowcoacch travel no limit
Access			
•All oversnow routes open to snowcoaches •Snowmachine access eliminated on the Teton Park Road and on the frozen surface of Jackson Lake •Levels of snowcoach access would be unrestricted •In 2009, the road from Colter Bay to Flagg Ranch becomes an oversnow route •Increase both the size and number of warming huts		•All oversnow routes open except snowmachine access eliminated on the Teton Park Road and fishermen only the frozen surface of Jackson Lake •Levels of access are restricted to the average peak day numbers for the West Entance and higher than peak day average for East, South and North Entrances. •Snowcoach numbers unrestricted •Increase groomed non-motorized trails •Increase both the size and number of warming huts	•All major oversnow routes open except snowmachine access eliminated on the Teton Park Road and on the frozen surface of Jackson Lake •Levels of access are restricted to slightly less than average daily totals for West Entrance, average peak day numbers for South, East and North Entrances •Snowcoach numbers unrestricted •In 2009, the road from Colter Bay to Flagg Ranch becomes an oversnow route •Increase groomed non-motorized trails •Increase both the size and number of warming huts
Wildlife			
•Non-motorized uses in wildlife winter ranges and thermal areas limited to travel on designated routes or trails •Construct wildlife -proof garbage facilities •Manage adaptively-continue scientific studies and monitoring regarding winter visitor use and park resources. Close selected areas of the parks if scientific studies indicate that human presence or activities have a detrimental effect that could otherwise not be mitigated		•Non-motorized uses in wildlife winter ranges and thermal areas limited to travel on designated routes or trails •Construct wildlife -proof garbage facilities •Employ additional law enforcement •Manage adaptively	•Non-motorized uses in wildlife winter ranges and thermal areas limited to travel on designated routes or trails •Construct wildlife -proof garbage facilities •Manage adaptively- action items include signing , employing additional enforcement rangers, limiting access
Winter Season			
•Late November to mid-March		•Mid-November to mid-December access only by rubber-tracked snowcoaches, snowshoes or skis •Mid-December to mid-March snowmobile and snowcoach travel	•Late November to mid-March •Last week of February (after President's Day) to mid--March access by snowcoach, skis or snowshoes only
Interpretation and Orientation			
•Information program on snow and trail conditions , points of interest and available recreation opportunities •Increase interpretive opportunities on the unique aspects of the winter environment. Provide interpretive programs at destination areas and at warming huts.		•Information program on snow and trail conditions , points of interest and available recreation opportunities •Increase interpretive opportunities on the unique aspects of the winter environment. Provide interpretive programs at destination areas and at warming huts. •Develop educational video on trail etiquette, snowmobile safety, and proper behavior around wildlife	•Information program on snow and trail conditions , points of interest and available recreation opportunities •Increase interpretive opportunities on the unique aspects of the winter environment. Provide interpretive programs at destination areas and at warming huts. •Develop educational video on trail etiquette, snowmobile safety, and proper behavior around wildlife

¹ Snowcoach sound measured at 50 ft on the A-weighted scale at 35-40 mph

² Snowmobile sound measured at 50 ft on the A-weighted scale at 40 mph